

CONFIDENTIALCLASSIFICATION ~~SECRET~~ [redacted]COUNTRY Soviet Zone of Germany 25X1 REPORT NO. _____TOPIC SCHOENEFELD Airfield

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EVALUATION [redacted] PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT 15 to 27 November 1949DATE OBTAINED [redacted] DATE PREPARED 31 January 1950REFERENCES 25X1PAGES 2 ENCLOSURES (NO. & TYPE) 1 Blueprint

REMARKS _____

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1. No aircraft, Soviet Air Force soldiers or military motor vehicles were observed at the SCHOENEFELD (N 53/Z 93) airfield in the afternoon of 18 November 1949. The field was guarded by sentries and patrols of the Soviet Zone German police.

2. Some railroad tank cars were standing near the fuel dump on the southern edge of the field. A radio station stood beside the buildings on the southern edge (for antenna system see sketch 1). Another radio station stood north or the east end of the concrete runway (see sketch 2). A set of lamps was seen at the extension of the runway to the east. Boundary lights were available. Railroad spur track led to the buildings on the northwest edge. Signboards to the field had inscriptions such as "Airfield" and "To Intourist Hotel".

3. Two passenger planes, probably DC-3s, landed at the field on 15 November 1949.

4. A passenger plane of the same type [redacted] landed at the field on 17 November 1949.

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CLASSIFICATION ~~SECRET~~ [redacted]

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5. A twin-engine passenger plane [redacted]

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[redacted] landed at and took off from the field between 21 and 27 November 1949.

6. Four or five of the described twin-engine passenger planes were parked in the hangar on the southern edge. The planes often made local flights, probably in connection with instrument approach flights, between 6 p.m. and midnight, sometimes in very hazy weather.

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7. Col SKRIPNIK was the CO of the field. Soviet officers, some of them pilots with their dependents, were quartered in the dwelling houses at the field. [redacted]

8. There were boundary lights on the eastern and western edges of the field in line with the runway. Obstacle lights were on the neighboring buildings. There was a DF station about 1,600 feet west of the runway surrounded by four radio masts which were interconnected by antenna wires. Another radio station was stood the flight control station. The entire airfield was serviceable for night flights and instruments landings.

9. It was rumored that the quarters at the field, now occupied by Soviet dependents, were soon to be used by air force troops.

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Comment:

a. The report confirms the previous assumption that the field is used by civilian airlines. No air unit was stationed there. Col SKRIPNIK, reportedly CO of the field, is possibly Maj SKRIPNIK, CO of the ALT-LOENNEWITZ 345th ATB (formerly 67th ATB) (Avio Technical Battalion) from 1946 to 1948.

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